NOS CHART CATALOG CORRECTIONS

CHART CATALOG 3 Ed 2000-01 NEW EDITION
(NIMA) 28/00

SAILING DIRECTIONS CORRECTIONS

PUB 120 1 Ed 1997 LAST NM 27/00
Page 46—Line 1/R to Page 47—Line 49/L; read:
WESTREG—Western Canada Traffic Zone

In accordance with the Cooperative Vessel Traffic System Agreement between Canada and the United States the following Offshore Advance Reporting requirements apply for all west coast Canadian destinations.

VTS Offshore Advance Report.—Twenty-four hours prior to entering the territorial waters of the west coast of Canada all vessels 500 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel to CVTS OFFSHORE in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by fax: (604) 666-8453.

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.
MIKE	ISM, if applicable, and if any issued to the vessel: 1. What is the name of the Issuing Authority? 2. ISM Safety Management Certificate: (a) What is the date of issue? (b) What is the date of expiration? 3. ISM Document of Compliance: (a) What is the date of issue? (b) What is the date of expiration?
NOVEMBER	Vessel MMSI number.
OSCAR	Maximum present static draft.
PAPA	1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(l) through (a)(16) and (b) when applicable). 3. If a tank vessel, indicate whether loaded.
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.
SIERRA	On scene weather, if severe.
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.
UNIFORM	Vessel gross tonnage.
WHISKEY	Ballast water—has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. Made the required notification and reports to Canada/United States as applicable? YES or NO.

PUB 120 (Continued)

Designator	Required Information
XRAY	If bound for a Canadian port, expiration date of: 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. 7. ISM Safety Management Certificate and ISM Document of Compliance. If bound for a U.S. port: 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns. 5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

The Advance Report is a cooperative measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports. This one report will satisfy the Canadian VTS Offshore reporting requirements, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

(Can NM 4/00, Section 4) 28/00

PUB 146 7 Ed 2000 LAST NM 26/00

Page 29—Line 13/L; insert after:

A limestone quarry and loading operation is located about 0.8 mile NW of Pigeon Head. The quarry is a large, light-colored scar appearing against the dark landscape and is conspicuous from seaward. The loading pier, which has a total length of 298.5m, consists of five equally-spaced concrete caissons. Depths alongside are generally greater than 13m, although there is a depth of only 12.5m at the SW corner of the center caisson. A shoal depth of 4.7m lies 340m E of the E caisson; another shoal depth of 3.8m lies about 225m WSW of the W caisson.

(Can NM 46/93 and 9/99, Section IV) 28/00

Page 202—Line 19/R; read:

it is 4.9m high. A reef, with a depth of 3.6m, lies about 0.3 mile

(US NM 20/15043/00) 28/00

Page 203—Line 53/R; read:

Deepwater Creek Cove is a narrow inlet on the N side of Cape

(US NM 20/15043) 28/00

Page 206—Lines 19 to 29/R; read:

Cooper Island (Copper Island) (52˚32'N., 55˚43'W.) is a grass-covered island. Its E side rises steeply to a height of 65m, then descends in a gradual slope to the island's W extremity. A beacon, consisting of a high, bare mast, stands close E of, and a little below, the SE summit of the island. The Sinker, a rock which dries 1.5m, lies in the middle of the channel between Cooper Island and Granby Island.

Little Cooper Island, a low, bare, rocky islet, lies close W of the NW extremity of Cooper Island. Shinney Rock, with a depth of 5.5m, lies in mid-channel between Little Cooper Island and Shinney Point, the E extremity of Skinny Island. A lighted buoy is moored about 0.4 mile W of Little Cooper

(US NM 20/15043/00) 28/00

Page IV—Line 19/L; read:

http://sts.gsc.nrcan.gc.ca/landf.htm

(NIMA) 28/00

Page IV—Lines 3 to 5/R; read:

http://www.ucs.mun.ca/~dmolloy/lighthouse.htm

5. Jens Haven Memorial School
http://www.k12.nf.ca/jenshaven/jhms-ind.html

(NIMA) 28/00

Page IV—Lines 23 to 25/R; read:

http://web.cs.mun.ca/~dylan

15. Welcome to Labrador Home Page
http://members.xoom.com/labradorian

(NIMA) 28/00

PUB 172 8 Ed 1998 LAST NM 27/00

Page 207—Lines 4 to 8/L; read:

lighted buoy. Vessels intending to call at the port shall inform the Port Officer, via the Port Control, of ETA 72 hours prior to arrival stating:

a. Date and time of arrival of the vessel.

PUB 172 (Continued)

b. Nature and quantity of the cargo to be loaded or discharged.

c. Estimated deepest draft on arrival.

Vessels shall confirm or amend such information 48 and 24 hours before arrival.

To expedite pilot attendance, vessels should confirm their final ETA to Port Control on VHF 6 hours prior to arrival at the anchorage.

(BA NM 21/00) 28/00

PUB 191 8 Ed 1996 LAST NM 27/00

Page 52—Lines 32 to 36/R; strike out.

(NIMA) 28/00

Page 52—Lines 39 to 52/R; read:

station (disused) standing 0.2 mile S of the extremity of the point is prominent.

Iles des Landes, a narrow and rocky islet, lies close E of the point. It is 38m high, but does not stand out from the land.

Pierre de Herpin (48˚44'N., 1˚49'W.), a rock, lies 1.5 miles NE of the extremity of Pointe du Grouin. A main light is shown from a prominent tower, 28m high, standing on this rock.

La Fille, a drying rock, lies about 0.5 mile NE of Pierre de Herpin Light and is marked close N by a buoy. This rock is the outermost of the dangers extending up to about 2 miles NE of Pointe du Grouin.

Grand-Ruet, a passage about 0.3 mile wide, leads between the dangers extending NE from Pointe du Grouin, 0.5 mile SW of Pierre de Herpin Light. The passage has a least depth of 11m in the fairway, but strong tidal currents often cause overfalls in its vicinity.

Currents in the vicinity of the buoy marking La Fille run SE and NW, attaining velocities of up to 5 knots.

Off-lying Dangers.—Basse Rault (48˚44'N., 1˚56'W.), an isolated rock with a depth of 4.4m, lies about 1.5 miles N of Pointe de Meinga.

Basse du Nid (48˚44'N., 1˚54'W.), an isolated rock with a depth of 2.4m, lies about 2 miles NE of Pointe de Meinga.

Basse Grune (48˚45'N., 1˚54'W.), an isolated rock with a depth of 2m, lies about 3 miles NW of Pointe du Grouin.

(Fr SD C 2.2) 28/00

Page 53—Lines 2 to 35/L; read:

and terminates in a regular 45˚ slope.

Le Mont Saint-Michel (48˚38'N., 1˚31'W.), a precipitous rock, lies in the SE part of the bay, 7 miles SSE of Pointe de Champeaux. It is 128m high, surmounted by the spire of a conspicuous monastery, and connected to the shore by a causeway.

Tombelaine, a large isolated rock, lies 1.5 miles N of Le Mont Saint-Michel and is about 40m high.

Pointe de la Chaine (48˚40'N., 1˚50'W.) is located 2 miles S of Pointe du Grouin. A prominent water tower stands about 1 mile WSW of this point.

Ile des Rimains (48˚41'N., 1˚50'W.), surmounted by an old fort, lies about 0.4 mile E of Pointe de la Chaine.

Cancale (48˚41'N., 1˚36'W.), a small drying harbor, fronts a town about 1 mile SW of Pointe de la Chaine and is used by fishing vessels.

Banc de Chatry, with depths of 0.4 to 3m, extends about 1.3 miles N from Pointe de la Chaine and lies almost parallel to the coast.

Banc des Corbieres lies with its S end located about 1 mile E of Pointe de la Chaine. It has depths of 2.6 to 4m and extends about 1.2 miles N. Les Banchets, a group of gravel shoals with depths of 2 to 3.4m, lies centered about 1.2 miles E of Pointe du Grouin and about 0.5 mile N of the N end of Banc des Corbieres.

Grande Rade de Cancale (Rade de Cancale) (48˚42'N., 1˚49'W.) lies in the NW part of the bay with Banc de Chatry on its W side and Banc des Corbieres and Les Banchets on its E side.

Tidal currents in Grande Rade de Cancale attain velocities of 2 knots and flow in N and S directions.

Anchorage.—Anchorage can be taken in Grande Rade de Cancale between Banc de Chatry and Banc des Corbieres. There are depths of 11 to 13m, rock with a layer of clay mud less than 1m thick. The anchorage is sheltered from SW to NW winds, but the currents are strong.

Anchorage can also be taken between Banc de Chatry and the coast. There are depths of 7 to 9m, rock covered by a thin layer of mud with poor holding ground. This anchorage should be used only in neap tides, as the currents are strong.

(Fr SD C 2.2) 28/00

Page 53—Lines 38 to 39/L; read:

2.3 miles ESE of Pierre de Herpin Light. This area is marked by buoys and all seabed activities are prohibited within it.

Shellfish beds (mussels), marked by beacons, extend over a wide area in the S part of the bay. Vessels are prohibited from taking the ground or anchoring in the vicinity of these beds.

(Fr SD C 2.2) 28/00

Page 53—Lines 41 to 47/L; read:

steep cliff, 5.7 miles NNW of Pointe de Champeaux. It forms the W extremity of a small peninsula. A conspicuous signal station (wooden structure surmounting a blockhouse) is situated on the point. A main light is shown from a prominent tower, 16m high, standing on the point.

The coast between Pointe de Champeaux and Pointe du Roc is fronted by a bank which extends up to 4.5 miles seaward in places. Several drying patches lie on this bank.

Le Videcoq (48˚50'N., 1˚42'W.), a rock which dries 0.8m, lies about 3 miles W of Pointe du Roc. It is the outermost danger at the edge of the coastal bank and is marked close SW by a lighted buoy.

Basse Parisienne, an isolated rock with a depth of 4.2m, and Banc Rondehaie, with a least depth of 3.5m over sand and shells, lie about 2.8 miles SW, and 2 miles S, respectively, of Le

(Fr SD C 2.2) 28/00

COAST PILOT CORRECTIONS

COAST PILOT 1 31 Ed 1998 Change No. 12
LAST NM 23/00

Page 65—Paragraph 1004; read:

American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959
(CL 2089/99) 28/00

Page 74—Paragraph 1297, line 6; read:

Section 3; ASTM D 4268 (incorporated by reference, see §164.03), Standard Test Method for Testing ...
(CL 2089/99; FR 12/1/99) 28/00

Page 74—Paragraph 1298, line 7; read:

Specification 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute ...
(CL 2089/99; FR 12/1/99) 28/00

Page 125—Paragraph 32, lines 1 to 4; read:

In June 1997, the controlling depths were 8 feet in the channel to the anchorage, thence 6 feet in the anchorage with lesser depth to 4 feet along the northern edges. The harbor outside the limits of the anchorage has ...
(BP 169831) 28/00

Page 164—Paragraph 437, lines 1 to 2; read:

Prominent features.-Steels Ledge Monument Light 4 (44˚25.2'N., 68˚58.3'W.), 24 feet above the water, shown from a ...
(CL 124/2000; LL/99) 28/00

Page 164—Paragraph 439, line 3; read:

be had off the entrance to the river westward of Steets Ledge, in ...
(CL 124/2000; LL/99) 28/00

Page 164—Paragraph 440, line 1; read:

Dangers.-Steels Ledge, on the north side of Belfast Bay, ...
(CL 124/2000; LL/99) 28/00

Page 164—Paragraph 443, line 3; read:

Steels Ledge and the western shore, then head north-northwestward ...
(CL 124/2000; LL/99) 28/00

Page 183—Paragraph 241, line 2; read:

has a private wharf and two float landings, one north and one south, along the north shore. The north float has reported depths alongside to 15 feet and the south float has 6 feet. Diesel fuel, moorings, and marine supplies are available at the wharf.
(CL 173/2000) 28/00

Page 188—Paragraph 384, lines 1 to 4; read:

Repairs.-A shipyard on the east side of the river at ...
(PS 1/85; NOS 13298) 28/00

Page 203—Paragraph 714, lines 1 to 4; read:

International Marine Terminal: immediately northeastward of Portland Bridge; 707-foot wharf, 27 feet alongside; deck height, 19 feet; trailer-truck marshaling area ...
(CL 632/2000) 28/00

Page 218—Paragraph 320, lines 4 to 7; read:

highway bridge across the mouth which has a fixed span with a clearance of 11 feet.
(CL 355/2000) 28/00

Page 218—Paragraph 334, lines 6 to 9; read:

of Oxbow Cut has a fixed span with a clearance of 26 feet.
(CL 982/99) 28/00

Page 224—Paragraph 471, line 4; read:

the entrance has a 41-foot fixed span with a clearance of 7 feet.
(CL 84/2000) 28/00

Page 234—Paragraph 141, lines 4 to 5; read:

public marina at the head. In 1984, the reported midchannel controlling depth in the channel was 6 feet to the boat basin with 4½ feet available in the basin.
(BPs 130500-01; CL 1586/99) 28/00

Page 234—Paragraph 142, lines 5 to 6; read:

fixed highway bridge, the head of navigation. In 1984, the reported midchannel controlling depths were 5½ feet in the river and 4 feet in ...
(BPs 130500-01; CL 1586/99) 28/00

Page 240—Paragraph 50, line 7; read:

controlling depths.) In March 2000, an obstruction in the entrance channel was reported with 34 feet of water over it about 375 yards northeastward of Buoy 3 in about 42˚22'02"N., 70˚55'02"W.
(CL 483/2000) 28/00

Page 243—Paragraph 99, line 11; read:

work on channel 20. Pilot services are generally arranged for in ...
(CL 1105/99) 28/00

Page 243—Paragraph 103, line 2; read:

tugs maintain radio communications on VHF-FM channels 18A and 5A.
(CL 1105/99) 28/00

COAST PILOT 1 31 Ed 1998 Change No. 13

Page 43—Paragraph 250; read:

§110.1 General.

(a) The areas described in subpart A of this part are designated as special anchorage areas for purposes of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030).

(CL 1073/98; 33 CFR 110.1) 28/00

Page 51—Paragraphs 520 to 522; strike out.

(CL 561/98; 33 CFR 117.524) 28/00

Page 51—Paragraph 536, line 1; read:

(8) The owners of Carlton (US1) bridge shall provide and ...

(CL 2018/99; FR 11/12/99) 28/00

Page 51—Paragraph 536, line 5; read:

provisions of §118.160 of this chapter.

(b) The draw of the Route-197 bridge, mile 27.1, between Richmond and Dresden shall open on signal from June 1 through September 30, from 9 a.m. to 5 p.m. From 5 p.m. to 9 a.m., the draw shall open on signal after notice is given to the drawtender while the drawtender is on duty between 9 a.m. and 5 p.m. From October 1 through May 31, the draw shall open on signal after at least a twenty-four-hour advance notice is given to the Maine Department of Transportation Division Office in Rockland, Maine.

(CL 2018/99; FR 11/12/99) 28/00

Page 51—Paragraph 538; read:

The Dock Square drawbridge at mile 1.0, across the Kennebunk River, between Kennebunk and Kennebunkport, Maine, need not open for vessel traffic. The owners of the bridge shall provide and keep in good legible condition, two board gages in accordance with 33 CFR 118.160, of this chapter.

(CL 1983/99; FR 11/08/99) 28/00

Page 53—Paragraphs 592 to 593; read:

The Northern Avenue Bridge, mile 0.1, shall open on signal from 6 a.m. to 8 p.m., daily. From 8 p.m. to 6 a.m. the bridge need not open for the passage of vessels.

(FR 5/27/99; CL 968/99) 28/00

Page 53—Paragraph 615; read:

The draw of the Plymouth County (Bridge Street) Bridge, mile 4.0, at Norwell, shall open on signal from May 1 through October 31 if at least four hours notice is given. From November 1 through April 30, the draw shall open on signal if at least 24 hours notice is given.

(CL 561/98; 33 CFR 117.613) 28/00

Page 56—Paragraph 693, lines 5 to 6; read:

defined in 46 U.S.C. 2101 on any structure on or in the navigable waters of the ...

(CL 1073/98; 33 CFR 160) 28/00

Page 56—Paragraph 701, lines 2 to 3; read:

prohibit any vessel, subject to the provisions of chapter 37 of Title 46, U.S. Code, from operating in the navigable ...

(CL 1073/98; 33 CFR 160) 28/00

Page 56—Paragraph 710, line 4; read:

U.S.C. App. 91 of any vessel, the owner or operator of which is subject ...

(CL 1073/98; 33 CFR 160) 28/00

Page 64—Paragraph 977, line 2; read:

River between McAlpine Locks (Mile 606.8) and Twelve Mile ...

(CL 1073/98; 33 CFR 161) 28/00

Page 70—Paragraph 1148, lines 2 to 3; read:

subject to 46 U.S.C. 3708, the dual radar system required by this part must ...

(CL 1073/98; 33 CFR 164) 28/00

Page 71—Paragraph 1169; read:

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 of this part must be fitted with a device to indicate speed and distance of the vessel either through the water or over the ground.

(CL 1073/98; 33 CFR 164) 28/00

Page 71—Paragraph 1183, lines 6 to 10; read:

Equipment." Each receiver installed must be labeled with the information required under paragraph (b) of this section.

(CL 1073/98; 33 CFR 164) 28/00

Page 78—Paragraph 1441, line 4; read:

drawspan (latitude 42˚33'10"N., longitude 71˚01'23"W.)

(CL 1073/98; 33 CFR 165) 28/00

Page 200—Paragraph 652, lines 11 to 14; read:

of the bridge. The dual railroad and highway bridge at the head of deep ...

(CL 1805/98) 28/00

Page 200—Paragraph 653, lines 14 to 17; read:

at (207) 774-3534.

(CL 561/98) 28/00

Page 252—Paragraph 34, lines 2 to 3; read:

1.65 miles above the mouth has a 32-foot fixed span with a clearance of 12 feet. The second highway bridge about 4 miles above ...

(CL 1616/98; CL 1141/96; CL 1488/98) 28/00

COAST PILOT 2 30 Ed 1998 Change No. 16
LAST NM 25/00

Page 125—Paragraph 91, lines 4 to 7; read:
highway bridge that has a bascule span with a clearance of 8 feet. When in the open position the bascule span overhangs the channel, providing an ...
(CL 232/00; CL 462/83; 33 CFR 117.607) 28/00

Page 166—Paragraph 36, lines 4 to 6; read:
Light. In May 1999, the controlling depths were 13 feet in the entrance channel, thence 12 feet in the inner harbor anchorage except for gradual shoaling to bare along the northwest side and shoaling to less than 1 foot in the southeast corner, just east of the basin entrance, and along the southeast side, thence 6 feet was ...
(BPs 170199-200; CL 81/00) 28/00

Page 173—Paragraph 188, lines 3 to 5; read:
channel is marked by private seasonal lights and buoys. In 1991, the reported controlling depth was 8 feet in the channel; thence in 1981, 6 feet in the basin. A clubhouse on the west side of the ...
(CL 667/94) 28/00

Page 183—Paragraph 48, line 9; read:
a fixed highway bridge with a clearance of 75 feet. A RACON is in the center of the main channel span on the southernmost of two high-level fixed bridges.
(CL 457/00) 28/00

Page 219—Paragraph 183, line 7; read:
150 feet southward of Port Chester Light 4 on the end of the ...
(CL 346/00; LL/99) 28/00

Page 223—Paragraph 250, line 1; read:
Supplies.-Gasoline, lubricants, and marine ...
(CL 1763/94) 28/00

Page 228—Paragraph 360, line 4 to Paragraph 361, line 2; read:
east side of the harbor and is marked by a buoy at the north end and a light at the south end. A dredged entrance channel, marked by two private lights, leads from deep water in the harbor northeastward to a municipal marina just north of Glenwood Landing. In November 1999, the reported controlling depths were 8 feet in the entrance channel, thence 7 feet in the marina basin.

Glenwood Landing is a village on the eastern shore abreast Bar Beach. The stacks of a powerplant are prominent.
(NOS 12366; CL 2155/99) 28/00

Page 243—Paragraph 135, line 2; read:
20 feet for the fixed span over Swift Creek between West ...
(CL 275/00) 28/00

Page 264—Paragraph 277, line 8; read:
fixed span, 1.9 miles, 135 feet. In 1999, a second span was under construction adjacent to and just west of the existing Thomas Edison Bridge. The new bridge will have a fixed span with a design clearance of 110 feet. Garden State Parkway with fixed ...
(CL 176/2000) 28/00

Page 267—Paragraph 298, line 3; read:
by buoys. In 1981, a reported depth of 3 feet was available to ...
(CL 416/00) 28/00

Page 275—Paragraph 58, line 5; read:
auxiliary openings for small boats have clearances of 11 feet. A RACON is atop the center of the main channel span of the southernmost bridge.
(CL 390/00) 28/00

Page 277—Paragraph 113, line 7; read:
Beacon and Newburgh. A private fog signal is at the bridge and a RACON is atop the center of the main channel span of the southernmost bridge.
(CL 337/00) 28/00

Page 277—Paragraph 123, line 5; read:
private fog signals. The Mid Hudson Bridge also has a RACON in the middle of the span. Submerged pilings, covered 2 feet, are reported ...
(CL 338/00) 28/00

Page 277—Paragraphs 126 to 127; read:

Hyde Park, Mile 71E, is the birthplace of Franklin Delano Roosevelt, the 32nd President of the United States. The residence and library are about 0.4 mile inland.

A **special anchorage** is just west of Hyde Park. (See **110.1 and 110.155 (c)(6)**, chapter 2, for limits and regulations.) The Poughkeepsie Yacht Club, about 0.5 mile north of the anchorage area, has berths, electricity, gasoline, diesel fuel, water, a 15-ton mobile hoist, ice, and a sewage pump-out facility. In 1981, 8 feet was reported available alongside the gasoline dock.
(CL 1138/99; FR 7/20/99) 28/00

Page 278—Paragraph 139, line 3; read:
clearance of 135 feet. A private fog signal is at the bridge and a RACON is in the center of the west channel span.
(CL 339/00) 28/00

Page 278—Paragraph 146, line 3; read:
clearance of 142 feet. A private fog signal is at the bridge and a RACON is in the center of the main channel span. High-voltage ...
(CL 340/00) 28/00

COAST PILOT 2 30 Ed 1998 Change No. 17

Page 121—Paragraph 17; read:

Highland Light (42˚02.3'N., 70˚03.7'W.), 170 feet above the water, is shown from a 66-foot white tower with a covered way to the dwelling on a high bluff of the Highlands.

(LL/99) 28/00

Page 130—Paragraph 180, lines 2 to 6; read:

Sound to deep water in Nantucket Harbor off Brant Point. In February 1998, the controlling depths were 12 feet (14 feet at midchannel) to Buoy 9, thence 10 feet to Brant Point.

(BPs 169440-41; CL 1594/99) 28/00

Page 142—Paragraph 139, line 14; read:

6 feet and marked by a buoy, is on the south side of the entrance; ...

(NOS 13236) 28/00

Page 145—Paragraph 194, line 5; read:

Channel Light 21. In 1981, two rocks, covered 4 to 5 feet, ...

(NOS 13236; LL/99) 28/00

Page 145—Paragraph 200, lines 21 to 22; read:

above the wharves have 31-foot fixed spans with a clearance of 1 foot.

(CL 1487/98) 28/00

Page 145—Paragraph 201, line 2; read:

River is 4.1 feet. The velocity of the current is not great ...

(TT/99) 28/00

Page 191—Paragraph 204, lines 7 to 13; read:

breakwater on the west side of the river mouth. In July 1999, the controlling depths were 4 feet (8 feet at midchannel) to the first turn near the mouth of Menunketesuck River; thence in January-February 1998, 6 feet (7½ feet at midchannel) to the head of the project about 60 yards below the first fixed highway bridge. The anchorage basin had a depth of 6½ feet.

(BP 165572; BP 169333; CL 1369/98;CL 1503/99) 28/00

Page 193—Paragraph 239, lines 2 to 7; read:

Blackstone Rocks, a privately dredged channel, about 0.9 mile westward of Flying Point, leads northeastward to a quarry wharf on the west side of a dredged basin. In 1995, the reported controlling depths were 14 feet from the channel entrance to the basin, thence a depth of 14 feet was available in the basin except for lesser depths along the north and west edges. The entrance channel is marked by a private **028˚** range consisting of a front and middle light and a rear daybeacon.

(BPs 163954-56; CL 187/98; LL/99) 28/00

Page 200—Paragraph 364, lines 8 to 10; read:

strangers can enter the inlet without great danger. In 1996, the controlling depth was 6 feet from the entrance to about 0.3 mile above the mouth of Mattituck Creek; thence in 1988, 5½ feet at midchannel for about 1.8 miles to the turning basin at Mattituck ...

(CL 828/88; BPs 167954-55) 28/00

Page 257—Paragraph 190, line 2; read:

side of Coney Island, has a controlling depth of about 12 feet to ...

(CL 460/99; BPs 167816-17) 28/00

Page 259—Paragraph 207, lines 1 to 15; read:

Pierhead Channel leads from the main channel about 0.7 mile southward of Liberty Island, thence along the New Jersey pierhead line to Kill Van Kull. The channel, through connecting branch channels, leads to the **Caven Point** Pier, Claremont Terminal, the ConRail car float facility, and Global Terminal Wharf. In February-March 1999, the controlling depths were 6½ feet (7½ feet at midchannel) to a line connecting Buoy 4 and the southeast end of Caven Point Pier, just north of Claremont Terminal Channel, thence 11 feet (14 feet at midchannel) to Buoy 16, thence 13 feet (18 feet at midchannel) to Kill Van Kull except for shoaling to 3 feet off of the eastern end of Global Marine Terminal. The Military Ocean Terminal, to the south of Global Terminal Wharf, can also be reached through a channel northward of Robbins Reef Light. The channels are well marked with navigational aids. Note that the buoyage system changes southward of Military Ocean Terminal. In 1982, ...

(BPs 168553-54; CL 962/99) 28/00

Page 264—Paragraph 264, line 5 to Paragraph 265, line 4; read:

leads through the harbor to the mouth of Matawan Creek. In April-May 1999, the dredged channel had a controlling depth of 4½ feet (6½ feet at midchannel).

Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In April-May 1999, the controlling depth was 4 feet to the first highway bridge, thence 1½ feet to the Route 35 highway bridge, thence in 1981, 2 feet to shoaling ...

(BPs 168829-32; CL 1087/99) 28/00

COAST PILOT 3 34 Ed 2000 Change No. 2
LAST NM 25/00

Page 127—Paragraph 39, lines 4 to 5; read:

and therefore are not charted. In March 1999, the midchannel controlling depth was 4½ feet in the entrance channel between the ...

(BP 168260) 28/00

Page 135—Paragraph 58, line 2; read:

Bay at **Mile 14.6**, has midchannel depths of 3½ to 5 feet. The mean ...

(BP 154720; NOS 12324) 28/00

Page 152—Paragraph 217, lines 5 to 14; read:

entrance to Delaware City Branch Channel. In May 1999, the controlling depth was 5 feet in the channel entrance from the Delaware River shoaling rapidly along the sides; thence

COAST PILOT 3 (Continued)

in 1983, the controlling depth was 6 feet in the channel. Depths alongside the Delaware City bulkhead were 7½ feet to bare in May 1999. The entrance channel at the Chesapeake and Delaware Canal end of the branch channel was reported, in 1983, to have shoaled to bare on the east side; a submerged pile was reported on the west side of the channel. Mariners are cautioned to stay well inside the north and south entrance channels.
(BP 168617; NOS 12277) 28/00

Page 165—Paragraph 65, lines 3 to 9; read:
Delaware City. In May 1999, the controlling depth was 5 feet in the channel entrance from the Delaware River shoaling rapidly along the sides, thence in 1983, the controlling depth was 6 feet in the channel. The entrance channel at the Chesapeake and Delaware Canal end of the branch was reported, in 1983, to have shoaled to bare on the east side. A submerged pile was reported on the west side of the channel. Mariners are cautioned to stay well inside the north and south entrance channels.
(BP 168617; NOS 12277) 28/00

Page 186—Paragraph 39, lines 3 to 4; read:
entrance. In March 1998, the controlling depth was 5½ feet (6 feet at midchannel) to the fixed highway bridge, 0.6 mile above ...
(BPs 165416-18; CL 1293/98) 28/00

Page 192—Paragraph 22, lines 3 to 5; read:
Back Creek. In 1991, the dredged channel, marked by lights and daybeacons, had a midchannel controlling depth of 3 feet.
(CL 271/92) 28/00

Page 192—Paragraph 32, line 3; read:
shaped daymark, in depths of 11 feet near the outer end of the spit.
(NOS 12238) 28/00

Page 194—Paragraph 71, lines 3 to 5; read:
western arm about 0.8 mile above the entrance. In 1997, the controlling depth was 4½ feet in the E half of the channel with shoaling to 1½ feet in the W half from the entrance to the turning basin, thence 9½ ...
(CL 1454/97; BP 163254) 28/00

Page 195—Paragraph 85, line 7; read:
brown cylinder, in depths of 12 feet near the outer end of the shoal ...
(NOS 12238) 28/00

Page 198—Paragraph 155, lines 4 to 8; read:
above the mouth. In May 1998, the controlling depth was 4½ feet (6½ feet at midchannel) in the entrance to the mouth of the creek, thence 6½ feet (10 feet at midchannel) to the turning basin, thence 5½ feet to 10 feet in the basin, thence 8 feet (8½ feet at midchannel) to the head of the project just below the highway bridge.
(BPs 165907-08; CL 1570/98) 28/00

Page 215—Paragraph 65, lines 8 to 10; read:
midchannel); thence in 1994, depths of 2½ to 7 feet were in the basin. The fixed highway bridge 0.3 mile above the ...
(BP 154485; BPs 156560-61) 28/00

Page 253—Paragraph 155, lines 4 to 7; read:
033° lighted range, had a controlling depth of 40 feet in March 1999. **Dundalk West Channel**, marked by buoys and a private **030**° lighted range, had a controlling depth of 39 feet in March 1999. Several cranes have been lost overboard ...
(BPs 168006-09) 28/00

COAST PILOT 4 32 Ed 1999 Change No. 8
LAST NM 26/00

Page 131—Paragraph 3149, line 2; read:
submit a report of harvest to the RA. Specific reporting requirements ...
(CL 1936/99) 28/00

Page 132—Paragraph 3163, line 12; read:
color codes required in all other fisheries are assigned by the RA.
(CL 1936/99) 28/00

Page 132—Paragraph 3169, line 6; read:
RA attached. A golden crab trap used or possessed in the South ...
(CL 1936/99) 28/00

Page 132—Paragraph 3169, line 10; read:
identified; and identification tag issued by the RA may be used for ...
(CL 1936/99) 28/00

Page 132—Paragraph 3172, line 2; read:
display the number and color code assigned by the RA. In the Gulf ...
(CL 1936/99) 28/00

Page 132—Paragraph 3173, line 6; read:
loss or sale within 15 days to the RA.
(CL 1936/99) 28/00

Page 134—Paragraph 3237, line 5; read:
been notified by the RA of his or her percentage share and shareholder ...
(CL 1936/99) 28/00

Page 134—Paragraph 3238, line 3; read:
reported on a form available from the RA. The RA will confirm, in ...
(CL 1936/99) 28/00

COAST PILOT 4 (Continued)

Page 134—Paragraph 3238, line 5; read:
is the confirmation date provided by the RA. The confirmation ...
(CL 1936/99) 28/00

Page 134—Paragraph 3238, line 10; read:
available from the RA, for determining the administrative costs of ...
(CL 1936/99) 28/00

Page 134—Paragraph 3239, line 9; read:
§622.4(a)(2)(vii). Annually, by April 15, the RA will provide ...
(CL 1936/99) 28/00

Page 134—Paragraph 3239, line 15; read:
request to the RA.
(CL 1936/99) 28/00

Page 134—Paragraph 3240, line 3; read:
known, the RA will calculate each wreckfish shareholder's ITQ.
(CL 1936/99) 28/00

Page 134—Paragraph 3240, line 8; read:
by the RA through February 15. Thus, ITQs will be in terms ...
(CL 1936/99) 28/00

Page 134—Paragraph 3241, line 1; read:
(2) The RA will provide each wreckfish shareholder with ...
(CL 1936/99) 28/00

COAST PILOT 4 32 Ed 1999 Change No. 9

Page 128—Paragraph 3063, line 12; read:
permit to the RA with an application for the changed permit.
(CL 1936/99) 28/00

Page 129—Paragraph 3091, line 2; read:
The RA will notify each owner of a vessel that had a valid permit ...
(CL 1936/99) 28/00

Page 129—Paragraph 3092, line 5; read:
initial determination by the RA.
(CL 1936/99) 28/00

Page 129—Paragraph 3093, line 2; read:
submitted to the RA postmarked or hand delivered not later than February ...
(CL 1936/99) 28/00

Page 129—Paragraph 3093, line 8; read:
owner, operator, or potential historical captain, the RA will forward ...
(CL 1936/99) 28/00

Page 129—Paragraph 3093, line 19; read:
seq.) for the RA to make available to the committee members such ...
(CL 1936/99) 28/00

Page 129—Paragraph 3094, line 3; read:
referred to the committee to the RA. The committee may only ...
(CL 1936/99) 28/00

Page 129—Paragraph 3094, line 7; read:
submitted by the applicant. Neither the committee nor the RA may ...
(CL 1936/99) 28/00

Page 129—Paragraph 3094, line 10; read:
factors. The RA will make a final decision based on the initial eligibility ...
(CL 1936/99) 28/00

Page 129—Paragraph 3094, line 14; read:
recommendations and comments from each member of the committee. The RA ...
(CL 1936/99) 28/00

Page 129—Paragraph 3094, lines 18 to 19; read:
committee, the RA will provide such notification within 15 days of the RA's receipt of the request for reconsideration. The RA's ...
(CL 1936/99) 28/00

Page 129—Paragraph 3097, line 4; read:
must submit an application to the RA postmarked or hand delivered ...
(CL 1936/99) 28/00

Page 129—Paragraph 3097, line 9; read:
from the RA.
(CL 1936/99) 28/00

Page 130—Paragraph 3102, line 12; read:
permit, the owner must return the original permit to the RA with an ...
(CL 1936/99) 28/00

Page 130—Paragraph 3103, line 2; read:
king mackerel if the permit is revoked or if the RA does not ...
(CL 1936/99) 28/00

COAST PILOT 4 32 Ed 1999 Change No. 10

Page 126—Paragraph 3018, line 2; read:
permits are available from the RA. Completed application

COAST PILOT 4 (Continued)

forms ...
(CL 1936/99) 28/00

Page 126—Paragraph 3018, line 4; read:
RA at least 30 days prior to the date on which the applicant desires ...
(CL 1936/99) 28/00

Page 127—Paragraph 3049, line 1; read:
(e) Initial issuance. (1) The RA will issue an initial permit ...
(CL 1936/99) 28/00

Page 127—Paragraph 3050, line 1; read:
(2) Upon receipt of an incomplete application, the RA ...
(CL 1936/99) 28/00

Page 127—Paragraph 3050, line 3; read:
correct the deficiency within 30 days of the date of the RA's letter ...
(CL 1936/99) 28/00

Page 127—Paragraph 3053, line 9; read:
permit is expiring will be mailed a notification by the RA approximately ...
(CL 1936/99) 28/00

Page 127—Paragraph 3053, line 19; read:
application. An automatically renewed permit will be mailed by the RA ...
(CL 1936/99) 28/00

Page 127—Paragraph 3053, line 23; read:
permit must contact the RA.
(CL 1936/99) 28/00

Page 128—Paragraph 3064, line 4; read:
not received by the RA within 1 year of the expiration date of the ...
(CL 1936/99) 28/00

Page 128—Paragraph 3071, line 3; read:
owner, the RA may issue such endorsement, temporarily or permanently, ...
(CL 1936/99) 28/00

Page 128—Paragraph 3073, line 4; read:
RA with an application for a fish trap endorsement for his or her ...
(CL 1936/99) 28/00

Page 128—Paragraph 3074, line 4; read:
the RA within 1 year of the expiration date of the permit.
(CL 1936/99) 28/00

Page 128—Paragraph 3076, line 3; read:
endorsement on a permit by returning to the RA the vessel's existing ...
(CL 1936/99) 28/00

Page 128—Paragraph 3081, line 5; read:
license and return it the RA.
(CL 1936/99) 28/00

Page 129—Paragraph 3090, line 11; read:
RA postmarked or hand delivered no later than January 30, 1998.
(CL 1936/99) 28/00

COAST PILOT 4 32 Ed 1999 Change No. 11

Page 182—Paragraph 19, lines 6 to 7; read:
Rudee. In May 1999, the controlling depths were 9½ feet (10 feet at midchannel) in the entrance channel to the safety area, thence in May 1998, natural ...
(BP 169537) 28/00

Page 204—Paragraph 93, lines 4 to 6; read:
Wrightsville. The buoys marking the bar channel are frequently ...
(LL/99) 28/00

Page 228—Paragraph 16, lines 6 to 8; read:
Stono River at **Bird Key**. In January-March 1999, the controlling depth was 3½ feet in the south half and 6½ feet in the north half of the channel to Buoy 13, thence 1 foot to the end of the project.
(BPs 169110-114; CL 1342/99) 28/00

Page 283—Paragraph 287, lines 7 to 9; read:
and through a cut opposite the basin. In May 1999, the controlling depth was 11 feet through the inlet to the highway bridge, thence 10 feet in the basin and 8 feet in the ...
(BPs 169322-24; CEM-Jacksonville/89) 28/00

Page 303—Paragraph 115, lines 5 to 7; read:
Wilmington, about 11.5 miles above Snows Cut. In March-July 1999, the controlling depth was 3 feet in Wilmington Short ...
(BP 168979; BP 169039; BP 167810) 28/00

COAST PILOT 6 30 Ed 2000 Change No. 7
LAST NM 26/00

Page 87—Paragraph 2013; read:
(c) *Approach requirements*. Upon approaching the canal, vessel masters shall request lock dispatch by radiotelephone to the Corps of Engineers Chief Lockmaster at St. Marys Falls Canal dispatch tower (Radio Call WUE-21). Every up bound vessel requiring lock transit shall request lock dispatch immediately before initiating the turn at Mission Point at the intersection of Course 1, Bayfield Channel, and Course 2, Little Rapids Cut. Every down bound vessel shall call when approximately one-half mile downstream from Big

COAST PILOT 6 (Continued)

Point.
(CL 2238/99; FR 12/13/99) 28/00

Page 87—Paragraphs 2015 to 2016; read:

(e) (1) *Manning requirements*. On all vessels of 400 gross tons or over navigating the canal under their own power, the following ship's personnel shall be on duty. In the pilot house, on the bridge, the master. One mate and one able seaman shall be on watch and available to assist; in the engine room, the engineering watch officer. The chief engineer shall be available to assist. During transit of the locks, all vessels of 400 gross tons or over equipped with power operated mooring deck winches shall have, in addition to the winch operators, mates or signalman at the forward and after ends of the vessel to direct operations from points providing maximum vision of both the winch operators and canal linesmen.

(2) *Linehandlers*.—(i) *Cargo vessels equipped with bow thrusters and friction winches*. Two line handlers from the vessel are required on the piers under normal weather conditions. Lockmasters can ask for three persons under severe weather conditions. If a vessel is experiencing mechanical problems or in extreme severe weather situations, the lockmaster may require four vessel-supplied line handlers on the pier.

(ii) *Vessels with non-friction winches or lack of both bow and stern thrusters*. Four vessel-supplied line handlers are required on the pier at all times.

(f) *Vessel restrictions*.—(1) *Speed limits.* Within the limits of the canal, vessels approaching the locks shall not navigate at a speed greater than 2 miles per hour, and vessels leaving the locks shall not navigate at a speed greater than 6 miles per hour. Tugs assisting vessels in passing through the locks may be authorized by the District Engineer or his authorized agents to navigate at a higher speed when considered necessary to expedite canal operations.

(2) *Use of bow/stern thrusters*. Bow and/or, stern thruster use shall be kept to a minimum while transiting the Soo Locks. Thrusters shall not be used while the thrusters are opposite lock gates. They may be used sparingly for short durations within the lock to maintain the ship position near the mooring wall or in an emergency. Thrusters shall be at zero thrust during the period the ship is stopped and moored to the wall with all lines out, and during raising and lowering of pool levels within the chamber.
(CL 2238/99; FR 12/13/99) 28/00

Page 88—Paragraph 2018; read:

(h) *Vessel lockage order.*—(1) *Arrival*. All registered vessels will be passed through the locks in the order of their arrival at the dispatch point unless otherwise directed by the District Engineer or his authorized agents. When a vessel that has stopped on its own business is ready to proceed, it is not entitled to precedence over other vessels already dispatched.

(2) *Departure*. The following order of departure procedure will apply to vessels leaving the MacArthur Lock and Poe Lock simultaneously or at approximately the same time:

(i) The first vessel to leave will be the vessel in the lock which is ready for vessel release first. The vessel in the other lock will be restrained by the gates remaining closed and the wire rope fender remaining in the down position.

(A) On down bound passages, the vessel retained shall not leave the lock until such time as the bow of the vessel leaving first reaches the end of the East Center pier.

(B) On up bound passages, the vessel retained shall not leave the lock until such time as the bow of the vessel leaving first reaches the railroad bridge.

(ii) When a 1,000 foot vessel is ready to depart the Poe Lock and a vessel has left the MacArthur Lock already, the 1,000 foot vessel may start to leave once the bow of the other vessel reaches the end of the respective nose pier.

(iii) Vessels will remain in radio contact with each other and with the Chief Lockmaster at all times until clear of the lock area.

(iv) The need for a deviation from the procedures set forth in Paragraph (h)(2)(i) of this section will be determined on a case by case basis by the Chief Lockmaster. If two vessels masters agree to a different departure scheme, they both shall notify the Chief Lockmaster and request a change.
(CL 2238/99; FR 12/13/99) 28/00

Page 88—Paragraph 2028; read:

(r) *Tug assist procedure*.- (1) *Self-powered vessels*. Mariners are advised that often times adverse local weather conditions, i.e., high winds, current conditions and/or inclement weather, exists as vessels approach, enter and /or depart the Soo Locks. These conditions combined with close quarters slow speed maneuvering, particularly with large vessels not equipped with bow or stern thrusters, may cause control difficulties for certain classes of vessels. Therefore, any vessel requesting lockage which in the opinion of the vessel master in consultation with the pilot on board, where applicable may experience severe control problems due to the above conditions, must request assistance by one or more tugs to ensure full control over the vessel at all times. Vessels masters and pilots must consult with the lockmaster concerning local conditions well in advance of arrival at the lock to allow tug assistance to be arranged if necessary. These guidelines apply to all vessels.

(2) *Non self-powered vessels*. All barges or other vessels navigating within the canal and not operating under their own power, whether approaching or leaving the locks, are required to be assisted by one or more tugs of sufficient power to ensure full control at all times.
(CL 2238/99; FR 12/13/99) 28/00

COAST PILOT 6 30 Ed 2000 Change No. 8

Page 44—Paragraph 436; read:

Jackson Boulevard
(33 CFR 117.391) 28/00

COAST PILOT 6 (Continued)

Page 65—Paragraph 1197, line 1; read:
(ii) within 0.2 nautical mile of the intake crib off Big ...
(33 CFR 162.117) 28/00

Page 66—Paragraph 1222, line 1; read:
(ii) When Middle Neebish Channel is an alternating one-way ...
(33 CFR 162.117) 28/00

Page 81—Paragraph 1859, line 1; read:
(a) *Authority of lockmaster.* The lockmaster shall be ...
(33 CFR 207.50) 28/00

Page 81—Paragraph 1860, line 1; read:
(b) *Signals.*-Steamboats or tow desiring lockage in ...
(33 CFR 207.50) 28/00

Page 81—Paragraph 1865, line 1; read:
(c) *Draft of Boats*. Deep-draft boats must clear the miter ...
(33 CFR 207.50) 28/00

Page 81—Paragraph 1866, line 1; read:
(d) *Precedence at the lock*. The vessel arriving first at the ...
(33 CFR 207.50) 28/00

Page 81—Paragraph 1867, line 1; read:
(e) *Lockage of pleasure boats*. The lockage of pleasure ...
(33 CFR 207.50) 28/00

Page 81—Paragraph 1868, line 1; read:
(f) *Stations while waiting*. Boats waiting their turn to ...
(33 CFR 207.50) 28/00

Page 81—Paragraph 1869, line 1; read:
(g) *Unnecessary delay.* (1) Boats must not cause delay in ...
(33 CFR 207.50) 28/00

Page 82—Paragraph 1871, line 1; read:
(h) *Mooring*. Boats in the lock or waiting in the entrance ...
(33 CFR 207.50) 28/00

Page 82—Paragraph 1872, line 1; read:
(i) *Protection of lock gates*. Boats will not be permitted to ...
(33 CFR 207.50) 28/00

Page 82—Paragraph 1873, line 1; read:
(j) *Damage to walls, etc.* All craft passing through the ....
(33 CFR 207.50) 28/00

Page 82—Paragraph 1874, line 1; read:
(k) *Handling machinery.* None but employees of the ...
(33 CFR 207.50) 28/00

Page 82—Paragraph 1875, line 1; read:
(1) *Refuse in lock*. Throwing ashes, refuse, or other ...
(33 CFR 207.50) 28/00

Page 82—Paragraph 1877, line 1; read:
(n) *Trespass on U.S. property.* Trespass on ...
(33 CFR 207.50) 28/00

Page 82—Paragraph 1878, line 1; read:
(o) *Penalties.* In addition to the penalties prescribed by ...
(33 CFR 207.50) 28/00

Page 103—Paragraph 2450; read:
(a) As used in this chapter:
(46 CFR 401.110) 28/00

Page 103—Paragraph 2474; read:
(i) Name and flag of the vessel:
(46 CFR 401.510) 28/00

Page 186—Table, item 9; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
9	Martin Luther King, Jr. Memorial Bridge (Cherry Street)	Highway	4.30			200		21	Bascule. 31 feet at center.

(CFR 33 117.855; NOS 14847) 28/00

COAST PILOT 6 30 Ed 2000 Change No. 9

Page 333—Paragraph 80, line 5; read:
Sugar Island marks Course 3 downbound, and a **323˚18'** lighted ...
(LL/2000) 28/00

Page 340—Paragraph 156, line 2; read:
Gros Cap Reefs Light, Ont. (46˚30'42"N., 84˚36'54"W.), 59 feet above the water, is shown from a white square block on the S part of ...
(LL/2000) 28/00

COAST PILOT 6 (Continued)

Page 354—Paragraph 278, line 4; read:
with a least depth of 15 feet, is 2.2 miles WNW of Bear Island and ...
(NOS 14966) 28/00

Page 354—Paragraph 280, line 6; read:
group of detached rocky spots with a least depth of 15 feet about 2 ...
(NOS 14966) 28/00

Page 354—Paragraph 281, line 6; read:
shore. **Sand Island Shoals**, with a least depth of 15 feet, extend ...
(NOS 14966) 28/00

Page 354—Paragraph 283, line 7; read:
about 1.5 miles SW of Eagle Island, has a least depth of 12 feet.
(NOS 14966) 28/00

Page 354—Paragraph 285, lines 4 to 8; read:
end of the E pier is marked by a light. In August 1999, the controlling depth was 4½ feet (6½ feet at midchannel) from the entrance to the inner basin; thence depths of 2 to 4½feet were in the inner basin; thence depths of 5½ feet were in the E and SW channels.
(DD 371) 28/00

Page 363—Paragraph 381, lines 5 to 6; read:
July 1999, the controlling depth was 5 feet (7½ feet at mid-channel) to the head of the project. Local knowledge is ...
(DD 375) 28/00

COAST PILOT 7 31 Ed 1997 Change No. 35
LAST NM 23/00

Page 280—Paragraph 167, lines 13 to 16; read:
VHF-FM channel 16 before attempting to cross the bar. A Federal project provides for an 18- to 16-foot depth in the entrance channel to the highway bridge at Florence; thence 16 feet in the turning basin; thence 12 feet to Cushman. (See Notice to Mariners and latest editions of the chart for controlling depths.)
(NOS 18583) 28/00

Page 284—Paragraph 261, lines 1 to 5; read:
In August 1998-November 1999, the controlling depth was 14 feet to the turning basin at Garibaldi; thence 7 feet in the channel through the turning basin to the entrance channel to the small-boat basin; thence 6 feet in the channel to the small-boat basin; thence in August 1996, 6 to 9 feet in the basin.
(CL 1914/99; BPs 165577-78) 28/00